



Public Works Committee Meeting

Cravath Lakefront Room, 2nd Floor
312 W. Whitewater St.
Whitewater, WI 53190
*In Person and Virtual

Tuesday, March 11, 2025 - 5:00 PM

MINUTES

CALL TO ORDER

The Public Works Committee meeting was called to order by Board President Hicks at 5:01 p.m.

ROLL CALL

PRESENT: Board Member Majkrzak, Board Member Smith, Board Member Hicks

ABSENT: None

OTHERS: Marquardt

APPROVAL OF AGENDA

Board Member Majkrzak requested New Business Item 6. Discussion and Possible Action regarding reducing parking and adding a sitting area at Parking Lot C be moved to after Item 2. Discussion and Possible Action regarding the addition of a right turn only lane on southbound Prairie Street and Main Street.

Motion made by Board Member Majkrzak to approve the agenda with the above changes, Seconded Board Member Smith.

Voting Yea: all via voice (3)

Voting Nay: None

APPROVAL OF MINUTES

1. Approval of minutes from February 11, 2025

HEARING OF CITIZEN COMMENTS

None

NEW BUSINESS

2. **Discussion and Possible Action regarding the addition of a right turn only lane on southbound Prairie Street at Main Street.**

Marquardt stated Councilperson Schanen requested this item to be reviewed by staff and the Public Works Committee. Staff reached out to Strand to get their comments.

Strand evaluated the southbound approach at the Main Street and Prairie Street intersection. It appears to be possible to mark a narrow southbound right-turn bay. The primary limitation would be to what size of vehicle should be accommodated for the westbound right-turn onto Prairie Street. We used pavement widths to sketch out the edge of pavement on an aerial for evaluation.

Attached were PDF's of two alternatives to show impacts to a standard SU (single unit) truck making the westbound right-turn. A SU is a reasonable representation of delivery vehicles similar to what UPS and FedEx use or small box trucks. The PDF labeled Version 1 is showing a 10-foot turn bay (when measured from the edge of pavement) and a 10-foot southbound through/left lane. There is approximately 14 feet of width (measured to the edge of pavement) for northbound traffic at the stop bar on Prairie Street. A SU truck was evaluated using AutoTurn on the westbound right turn. It showed that to stay entirely on the northbound side of the pavement, the truck will have to over track through

most or all of the gutter pan and be close to the traffic signal poles in the northeast corner of the intersection.

The PDF labeled Version 2 is showing an 8-foot turn bay (when measured from the edge of pavement) and a 10-foot southbound through/left lane. This would result in 10 feet of total width for the southbound right turn if the 2-foot gutter pan is used for that movement. There is approximately 16 feet of width (measured to the edge of pavement) for northbound traffic at the stop bar. An SU truck evaluated on the westbound right-turn showed that it will be able to stay on the pavement with no encroachment into the gutter pan and stay on the northbound side of the roadway.

The black lines on the PDF are pavement marking lines. We evaluated if the marked on-street parking south of the UW-W parking lot entrance would impact the storage length that would be available. We used a minimum urban turn bay taper to evaluate how close to the on-street parking it would be appropriate to mark the turn bay. It appears that you could mark an 80-foot-long turn bay and not have to impact the on-street parking area. If the parking stalls along the west side of Prairie Street are removed, the turn bay marking could be extended as far north as the parking lot entrance, if desired.

To accommodate a larger design vehicle and provide separate southbound turn lanes, the curb radii at the Main Street intersection would need to be reconstructed. This would include concrete pavement replacement, curb ramp replacement, traffic signal pole relocations, and tree removals.

According to Google Maps Street View, the dedicated turn lane idea was looked at in 2012. Pictures from 2007 and 2018 do not show the dedicated turn lane.

The fiscal impact to add a dedicated turn lane would be minimal and involve City employee labor time and the cost of paint.

Staff is open to the idea of creating a dedicated right turn lane, however, there are concerns.

1. An 80-foot turning lane can stack 4 to 5 vehicles. Does this create enough of a benefit.
2. Anything longer would require the removal of parking stalls that are leased to the University. The University would need to approve this change, which would almost involve a reduction in payment to the City.
3. In Version 1 there is a risk of a traffic signal being hit due to the back wheels tracking in the gutter section.
4. In Version 2, there is a risk of a traffic signal being hit due to vehicles having to use the gutter section in the right turn lane.

Motion made by Board Member Majkrzak to repaint the line as indicated in the picture from 2012, minus the arrows, but with a sign, Seconded by Board Member Smith. The width of the lanes will be left up to the Public Works Department.

Voting Yea: Board Member Smith, Board Member Hicks, Board Member Majkrzak

Voting Nay: None

Marquardt stated painting is usually not done until after school is out. Therefore, it may not be set-up until the fall. Hicks suggested getting this item back on the agenda for December. Marquardt said he will bring it back if he hears comments or complaints.

6. Discussion and Possible Action regarding reducing parking and adding a sitting area at Parking Lot.

Kristen Burton, presented on behalf of the Whitewater Arts Alliance, 402 W. Main St., N1450 St. John's Road, Fort Atkinson. Ms. Burton stated the Whitewater Arts Alliance requested a sitting area adjacent to the mural on the Studio 84 Building be converted to a patio/seating area. The design included three raised beds. The Alliance is looking for a way to honor Carol Yasko. Ms. Burton was looking to see if the committee was agreeable to the possible conversion. In addition, the Whitewater Arts Alliance would have a signed agreement with the City of Whitewater stating the Alliance would manage the maintenance of the park.

Marquardt stated, as a reminder, in November 2024, the Public Works Committee listened to a proposal to improve Parking Lot C (corner of Center Street and Whitewater Street) to bring more awareness to the mural on the side of the building at 119 W. Center Street. The Committee was open to the concept but wanted a revised layout for the area, which included keeping some parking and possible dimensions of the enhanced area. Attached is a revised layout keeping the four parking stalls on the east side of the lot. The four parking stalls on the west side would be replaced with a raised sitting wall and a 20' x 25' paver patio area.

A map was shown regarding the approximate dimensions of the existing parking lot. For typical parking lots, standard stall lengths should be 18', and with perpendicular parking the aisle width should be 24'.

The quote associated with the design is \$35,391. The quote does not include the concrete parking lot as shown on the rendering.

Staff is open to the concept, but recommended a Memorandum of Understanding be developed outlining who is responsible and for what, especially in the future. Staff recommended the ongoing maintenance of the sitting walls, paver patio area, and garden beds and plantings not be the responsibility of the City.

Board Member Majkrzak suggested it be taken to Council for the larger group to review the information. Marquardt will have this item placed on the Common Council's agenda for Thursday, April 3, 2025.

3. Discussion and Possible Action regarding Wastewater Utility Building 600 roof replacement.

Marquardt stated over the past several years the Wastewater Utility has been replacing old roofs on buildings that were not addressed during the major plant upgrade. Building 600 roof is due for replacement and has numerous roof penetrations for equipment that is no longer used. In addition to the installation of the new roof, all unnecessary roof penetrations will be roofed over to minimize needless roof penetrations. Wastewater staff will aid in removal and isolation of any equipment that is due to be removed to reduce costs. Two quotes were received by reputable roofing contractors who have previously performed work at the WWTP.

F.J.A. Christiansen Roofing Co. Inc. quoted roof the replacement at \$112,000.00

Pioneer Roofing quoted the roof replacement at \$99,997.00 (which includes a new roof hatch and additional 2" of insulation).

This roof replacement was budgeted for as a part of the 2025 annual budget in the amount of \$105,000.

As this is considered a maintenance project, public bidding is not required, but due to the dollar amount, council approval is needed. Staff recommends a motion to approve Pioneer Roofing for the roof replacement of Building 600 and forward to council.

Motion made by Board Member Majkrzak to approve the Wastewater Utility Building 600 roof replacement by Pioneer Roofing, Seconded by Board Member Smith.

Voting Yea: Board Member Smith, Board Member Hicks, Board Member Majkrzak
Voting Nay: None

4. Discussion and Possible Action regarding Amendment No. 1 to Strand Task Order 24-10.

Marquardt stated Task Order 24-10 pertained to surveying and producing a topographic survey of the Starin Park Underground Detention Pond. The Task Order was intended to be amended upon learning the City's ranking in the Clean Water Fund (CWF), which were anticipated to be released in January. The DNR has still not released the rankings, however the facilities update plan still must be submitted by March 31, in order to apply for the funding. The DNR is encouraging communities who are interested in applying to still submit the facilities plan by March 31.

To keep this project moving along with the intention of applying by September 30, 2025, Strand has submitted the Amendment. Amendment No. 1 includes submitting the facilities update plan, hydraulic modeling, preparing design plans and specifications, preparing bidding documents, assisting with Clean Water Funding financing requirements and other related project requirements.

Task Order 24-10 was approved by the Public Works Committee and Council in November 2024.

The original Task Order had an estimated cost of \$17,400. The Amendment increases the compensation to \$149,500. \$200,000 was included in the 2025 CIP budget. The estimated cost of the underground detention basin is around \$3.6 million.

Staff recommends a motion to approve Amendment No. 1 to Task Order 24-10 and forward to Council.

Motion made by Board Member Majkrzak to approve Amendment No. 1 to Strand Task Order 24-10, Seconded by Smith.

Voting Yea: Board Member Hicks, Board Member Majkrzak, Board Member Smith
Voting Nay: None

5. Discussion and Possible Action regarding the 2024 Municipal Separate Storm Sewer System (MS4) Annual Report.

Marquardt stated each year the City is required by the DNR to submit an Annual Report for the City's Municipal Separate Storm Sewer System (MS4) Permit by March 31. Information required for the permit consists of: Public Education and Outreach; Public Involvement and Participation; Illicit Discharge Detection and Elimination; Construction Site Pollutant Control; Post-Construction Storm Water Management; Pollution Prevention; Storm Sewer Map; and Fiscal Analysis.

Staff reviewed the MS4 Annual Report with the Committee. No action is required.

FUTURE AGENDA ITEMS

Hicks asked if Marquardt could get a price on a vacuum truck for leaves. Marquardt stated because of the bagging of leaves program, we do receive a good value in the phosphorus reduction for the Storm Water Permit.

ADJOURNMENT

Motion made by Board Member Majkrzak to adjourn the Public Works Meeting at 5:48 p.m., Seconded by Board Member Smith.

Voting Yea: all via voice (3)

Voting Nay: None

Respectfully submitted,

Alison Stoll

Alison Stoll, Administrative Assistant
Department of Public Works

*Minutes Approved on: